
Local Taxes

Overview and Table of Contents

This section summarizes the transportation taxes that have been authorized by the Legislature for use by local governments. These taxes may be used for a broad range of transportation purposes, including road construction, mass transit, high capacity transportation, and high occupancy vehicle (HOV) systems. In addition to the local option taxes described in this section, local governments can use several other revenue sources to fund transportation, including distributions of the state motor fuel tax (gas tax), federal funds, bonds, state grants, and local general funds. Further information on revenue sources for local jurisdictions can be found in the Local Jurisdictions section of this manual. Several of the option taxes available to local governments for transportation were established as part of the 1990 transportation revenue package.

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REVENUE SOURCE: **Border Area Motor Vehicle Fuel and Special Fuel Tax**

RCW: [RCW 82.47.020](#) (Authorized in 1991)

WHO'S ELIGIBLE

Cities and towns within 10 miles of an international border crossing or transportation benefit districts (TBDs) that contain an international border crossing.

WHERE ENACTED

Sumas, Blaine, Nooksack and Point Roberts Transportation Benefit Districts (TBDs) have enacted this tax.

PURPOSE

For street maintenance and construction in areas along the Canadian border that are experiencing extraordinary traffic levels and impacts due to Canadian motorists.

PROVISIONS

Jurisdictions are authorized to impose a tax of up to one cent. Voter approval is required. Revenue may be used only for street construction and maintenance. Tax applies to both motor vehicle fuel and special fuel.

REVENUE

In years 2004 through 2011, four cities reported border area fuel taxes to WSDOT in their annual financial reports of transportation revenues and expenditures. Total border area vehicle fuel taxes reported were \$321,302 in calendar year 2011 and \$218,183 in 2010.

Each of the four cities imposes a current rate of 1¢/gallon.

BORDER AREA MOTOR VEHICLE FUEL TAX				
	Blaine	Nooksack	Pt. Roberts	Sumas
2011	185,213	13,658	79,297	43,134
2010	122,446	14,157	54,938	26,642
2009	88,627	14,161	35,894	19,181
2008	102,514	13,879	51,245	20,598
2007	99,831	14,641	42,208	21,004
2006	101,408	14,499	41,668	20,075
2005	107,604	14,589	43,689	15,411
2004	99,191	14,951	35,278	14,049

REVENUE SOURCE: **City Street Utility Charge (Declared invalid November 1995)**

RCW: [RCW 82.80.050](#) (Authorized in 1990)

WHO'S ELIGIBLE Cities

WHERE ENACTED

The city street utility charge was declared invalid by the Washington State Supreme Court in November 1995.

The Court found in [Covell v. City of Seattle](#) that the street utility tax was not a valid fee, but a tax on property that violated (1) the State Constitution's tax uniformity clause, which requires that the rate of tax be a uniform percentage of value for all real property, and (2) the one percent levy limitation, which requires voter approval for property taxes that exceed 1% of property value.

Prior to November 1995, the following cities had enacted this charge: Grandview, Kent, Mabton, Marcus, Medical Lake, Richland, Seattle, Snoqualmie, Soap Lake, Union Gap, Wenatchee, and Wilkeson.

PURPOSE

Street utilities were authorized to be established to own, maintain, operate, and preserve any prescribed portion of the streets of a city or town. Street utilities may include street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities. Street utility revenue could only be used for transportation purposes.

SELECTED PROVISIONS of 1990 ACT

- City levy only.
- Rate capped at equivalent of \$2 per employee per month for businesses and \$2 per housing unit per month as defined in [RCW 35.95.040](#).
- Rates must be uniform within each class of service (business and residential) and both classes must be assessed the charge.
- Other features:
 - Revenue limited to 50% of maintenance and operations budget
 - Tax exempt entities do not pay
 - Full credit given against street utility charge for any commuter or employer tax based on number of employees collected for transportation purposes.
- Not subject to a vote of the people or to exclusive referendum procedure; subject to local laws regarding referenda.

REVENUE

Cities that imposed the city street utility charge during 1995 and reported the revenue on city street forms submitted to the Department of Transportation:

Grandview	\$75,096
Mabton	\$5,598
Marcus	\$1,419
Medical Lake	\$26,212
Richland	\$423,074
Seattle	\$10,273,672
Snoqualmie	\$24,416
Soap Lake	\$18,140
Union Gap	\$94,240

REVENUE SOURCE: **Commercial Parking Tax**

RCW: [RCW 82.80.030](#) (Authorized in 1990)

WHO'S ELIGIBLE County (unincorporated area), city, RTID

WHERE ENACTED

The cities of SeaTac, Bainbridge Island, Bremerton, Mukilteo, and Tukwila have implemented this tax.

PURPOSE

For general transportation purposes, including construction and operation of state highways, county roads, and city streets; public transportation; high capacity transportation; transportation planning and design; and other transportation-related activities.

PROVISIONS

- No rate set; rate setting parameters provided.
- Tax may either be on the commercial parking business, based on gross proceeds or number of stalls, or on the customer (similar to an admissions tax).
- Tax exempt carpools, vehicles with handicapped decals, and government vehicles are exempt from the tax.
- Subject to planning provisions.
- Subject to exclusive referendum procedure. (See *Background Information, page 131*).

REVENUE

Jurisdictions that imposed the commercial parking tax during 2011 and reported to the Department of Transportation annual in their local government transportation financial statistics report.

Commercial Parking Tax Collections By City: Calendar Year 2011

Commercial Parking Tax Collections By City: Calendar Year 2011	
City	Commercial Parking Tax (\$)
Bainbridge Island	\$552,436
Bremerton	\$319,380
Brewster	\$7,424
Burien	\$26,770
Dayton	\$53,933
DesMoines	\$18,895
Mukilteo	\$10,548
Redmond	\$3,989,565
Sea Tac	\$5,920,220
Seattle	\$28,300,237
Tukwila	\$143,949

REVENUE SOURCE:

**Local Option Taxes for High Capacity Transportation
(MVET, Rental Car, Employee, Sales Tax)**

RCW:

[RCW 81.104.140](#) through [RCW 81.104.170](#) (Authorized in 1990)

WHO'S ELIGIBLE

Regional transit authorities (RTA) in King, Pierce, and Snohomish counties; transit agencies in Thurston, Clark, Kitsap, Spokane, and Yakima counties; Regional Transportation Investment Districts (RTID); and high capacity transportation corridor areas (established pursuant to [RCW 81.104.200](#)).

WHERE ENACTED

RTA in King, Pierce, and Snohomish counties enacted a high capacity transportation (HCT) tax in November 1996.

PURPOSE

For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems. Voter approval required.

PROVISIONS

- Motor Vehicle Excise Tax ([RCW 81.104.160](#))
 - **Authority repealed by Initiative 776.**
 - In *Pierce County v. State* 159 Wn2d 16 (2006) the Washington State Supreme Court held that Initiative 776 impermissibly impaired the contractual obligations between Sound Transit and its bondholders in violation of the state constitution's contract clause. As a result, Sound Transit was permitted to continue to levy the motor vehicle excise tax for so long as the bonds remain outstanding.
- Rental Car Tax ([RCW 81.104.160](#))
 - For rental vehicles on which sales and use tax is collected in lieu of MVET, additional sales tax be collected up to a maximum rate of 2.172%
- Employer Tax ([RCW 81.104.150](#))
 - Up to \$2 per employee per month.
 - Not allowed if HOV employer tax in effect.
- Sales and Use Tax ([RCW 81.104.170](#))
 - Up to 1% of purchase price on taxable items.
 - Limited to 0.9% in counties that have imposed 0.1% sales tax for criminal justice and in regional transit authorities in which any member county has imposed the 0.1% criminal justice tax.
- General Provisions
 - Tax revenues may be pledged for bonds.
 - Local agencies may contract with Department of Revenue or other entities to collect taxes.
 - Commuter rail is an authorized use of both HOV and HCT funds.
 - RTIDs, with the approval of the RTA within its boundaries, may impose HCT taxes only to the extent that the maximum amount of taxes have not yet been imposed.

REVENUE

Only Sound Transit imposes high capacity transportation taxes. Actual revenues collected by the Regional Transit Authority during 2009 through 2011 as reported by Sound Transit:

High Capacity Transportation Taxes, Regional Transit Authority/Sound Transit			
Calendar Year	MVET (0.3%)	Sales Tax (0.9%)	Rental Car Tax
2009	\$64.5 M	\$393.9 M	\$2.78 M
2010	\$66.5 M	\$500.6 M	\$2.47 M
2011	\$65.4 M	\$525.4 M	\$2.49 M

The MVET tax rate is 0.3% and the sales tax rate was 0.4% through March 2009. Beginning April 2009, sales tax rate was increased to 0.9%.

Amounts which could be collected if HCT Taxes were imposed Revenue Estimates (\$ millions), Calendar Year 2011			
Transit Agency	\$2 per Employee per Month	0.9% Sales Tax	MVET
Sound Transit	\$39.8 M*	See RTA (Sound Transit) actuals above	
King County	\$27.5 M	Included in Sound Transit	Authority repealed by Initiative 776
Pierce County	\$6.3 M	Included in Sound Transit	
Snohomish County	\$6.0 M	Included in Sound Transit	
Spokane County	\$4.9 M	\$62.3 M	
Clark County	\$3.0 M	\$29.0 M	
Kitsap County	\$2.0 M	\$29.0 M	
Thurston County	\$2.3 M	\$30.0 M	
Yakima County	\$1.8 M	\$19.9 M	

Sales tax revenue estimates are based on the actual revenue base for 2011 for these transit districts.

Employer tax estimates do not include any deduction for credits to employers that have ride-sharing programs.

*Amounts reflect the total of potential revenue from King, Pierce and Snohomish counties. Sound Transit may not impose the employee tax if any county within its boundaries is imposing the tax.

For other revenue assumptions, see *Background Information*, page 131.

REVENUE SOURCE:

Local Option Taxes for High Occupancy Vehicle (HOV) Systems (MVET, Employee)

RCW:

[RCW 81.100.030](#), [RCW 81.100.060](#) (Authorized in 1990)

WHO'S ELIGIBLE

Regional Transportation Investment Districts (RTIDs) and King, Pierce, and Snohomish counties

WHERE ENACTED

No entity has enacted a high occupancy vehicle (HOV) tax.

PURPOSE

For high occupancy vehicle (HOV) lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single-occupant commuting, and commuter rail programs. Authorized for King, Pierce, and Snohomish counties, with voter approval.

PROVISIONS

- Motor Vehicle Excise Tax ([RCW 81.100.060](#))
 - Local MVET of up to 0.3% in the case of a county or 0.8% in the case of a regional transportation investment district.
 - A local surcharge at a rate of up to 13.64% may be applied to sales and use tax on rental vehicles in lieu of the MVET.
 - Trucks over 6,000 pounds are exempt.
 - A county or an RTID may impose the MVET and the sales and use tax surcharge on rental vehicles only to the extent that it has not been imposed by an eligible county or an RTID.
 - If the employer tax for HOV systems is also imposed, the total tax from both sources may not exceed the maximum which could be collected from the MVET.
- Employer Tax ([RCW 81.100.030](#))
 - Up to \$2 per employee per month.
 - May include public and private employers, including state agencies.
 - Credits employers who are participating in ride-share programs.
 - If MVET surcharge is also imposed, the total tax from both sources may not exceed the maximum which could be collected from the MVET.
- General Provisions
 - Commuter rail is an authorized use of both HOV and HCT funds. Because commuter rail uses existing rail lines, it is included with HOV programs as a near-term capacity improvement. It also may be a component for addressing long-term HCT system needs.
 - Requires that counties imposing tax must adopt specific goals and policies related to congestion reduction, ride-sharing, planning, and cooperation with the state.

Amounts which could be collected if HOV Taxes were imposed Revenue Estimates (\$ millions), Calendar Year 2011			
County	0.3% MVET	\$2 per Employee per month	Max. HOV Collections
King	\$0	\$27.5 M	\$27.5 M
Pierce	\$0	\$6.3 M	\$6.3 M
Snohomish	\$0	\$6.0 M	\$6.0 M

Employer tax estimates do not include any deduction for credits to employers that have ride-sharing programs.

For other revenue assumptions, see [Background Information](#), page 131.

REVENUE SOURCE: **Local Option Taxes for Ferry Services**

RCW: Chapter [36.54](#) and [36.57A RCW](#)

WHO'S ELIGIBLE

County Ferry Districts can be established to provide passenger only ferry service in all or a portion of a county ([RCW 36.54.110](#)).

A Public Transportation Benefit Area (PTBA) having a boundary on the Puget Sound may provide passenger-only ferry (POF) service ([RCW 36.57A.200](#)).

Counties, under their general authority, may construct and operate ferries ([RCW 36.54.010](#)).

WHERE ESTABLISHED

King County established a ferry district on April 30, 2007. The King County Ferry District is an independent special purpose government overseen by King County Council members as the Ferry District Board of Supervisors which governs the district.

The [Annual Summary of Public Transportation](#) includes information on county ferry services.

PURPOSE

To expand transportation options for county residents by enabling operation of passenger-only ferry service to various parts of the county.

FINANCE PROVISIONS – COUNTY FERRY DISTRICTS

Ad valorem tax ([36.54.130](#))

- Not to exceed seventy-five cents per \$1,000 assessed value except in King County where the limit is seven and one-half cents per \$1,000 assessed value. Can be imposed by county legislative authority
- Annual imposition

Excess Property Tax Levy ([36.54.140](#))

- Annual imposition
- Voter approval required

FINANCE PROVISIONS – PUBLIC TRANSPORTATION BENEFIT AREAS ON PUGET SOUND-- PASSENGER-ONLY FERRY SERVICE ([RCW 36.57A.210](#))

Motor Vehicle Excise Tax ([82.80.130](#))

- Up to 0.4% on renewals, voter approved
- On vehicles licensed for 6000 pounds or less

Sales and Use Tax ([82.14.440](#))

- Up to 0.4%, voter approved
- Cannot be imposed where a Regional Transit Authority has been established

Other Revenue Sources

- Ferry tolls for passengers and packages, and parking tolls where applicable
- Leasing and advertising fees

REVENUE

King County Ferry District has a variety of funding sources including ferry fares, advertising, property taxes, state forecast timber sales and state and federal grants. The 2010 revenue by source is based on King County Ferry District 2010 Annual Operating and Capital Budget.

King County Ferry District 2010 Revenue by Source (\$ millions)	
Revenue	Budget Amount
Ferry Fares	\$1.065 M
Advertising	\$0.067 M
Property Tax	\$1.183 M
State Forecast Timber Sales	\$0.128 M
Interest Income	\$0.210 M
State and Federal Grants	\$4.700 M
TOTAL	\$7.350 M

REVENUE SOURCE: Local Option Taxes: Regional Transportation Investment Districts (RTIDs)

RCW: Chapter [36.120 RCW](#) (Authorized in 2002)

WHO'S ELIGIBLE

Regional Transportation Investment Districts can be established in King, Pierce and Snohomish counties. Prior to December 1, 2007, an RTID must include at least two adjacent counties. After December 1, 2007, an RTID can include one or two or more contiguous counties. *See Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for RTID discussion, page 416.

WHERE ESTABLISHED:

On November 6, 2007, the voters of Snohomish, King and Pierce Counties voted on Proposition 1, which included RTID Blueprint for Progress and Sound Transit Phase 2 plans. The measure was defeated.

PURPOSE

Principally to finance capital construction of highways of statewide significance in the district.

FINANCE PROVISIONS (RCW [36.120.050](#)) All voter approved:

Sales and Use Tax ([36.120.050\(1\)\(a\)](#) and [82.14.430](#))

- Up to 0.1%,

Vehicle License Fee ([36.120.050\(1\)\(b\)](#) and [82.80.100](#))

- Up to \$100 annual fee

Motor Vehicle Excise Tax ([36.120.050\(1\)\(d\)](#) and [81.100.060](#))

- Up to 0.8%,
- Must use new state defined depreciation schedule ([82.44.035](#))

Parking Tax ([36.120.050\(1\)\(c\)](#) and [82.80.030](#))

- On commercial businesses

Tolls ([36.120.050\(1\)\(g\)](#))

- Routes to be tolled must be identified in investment plan.
- Tolls administered by WSDOT unless otherwise provided for in law.
- Tolls must be approved by Transportation Commission and the Commission is the tolling authority.

Local Option Fuel Tax ([36.120.050\(1\)\(e\)](#) and [82.80.120](#))

- Equal to 10% of statewide fuel tax (3.4 cents per gallons based on 34 cent statewide gas tax).
- County may levy tax used for district or a district may levy the tax.
- Districts can only levy tax if boundaries are coextensive with member county boundaries.
- Restricted to 18th amendment purposes.
- Tax may not be levied by both a county and an RTID

REVENUE SOURCE:

Local Option Taxes: Transportation Benefit Districts

RCW:

Chapter [36.73 RCW](#) (Authorized in 1987)

WHO'S ELIGIBLE

Transportation Benefit Districts which can be established city-wide up to multi-county. Since December 1, 2007, TBDs may be established in all counties. *See Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for TBD discussion, page 420.

WHERE ESTABLISHED

Twenty-four cities have established TBDs with local vehicle registration fees. Eight cities have established TBDs with sales tax rate authority. One city, Ridgefield, has repealed its TBD sales tax authority beginning October 1, 2012.

Transportation Benefit Districts	Effective	Sales Tax/Fee Rate
TBD With Local Vehicle Registration Fees		
City of Edmonds	September 1, 2009	\$20
City of Des Moines	September 1, 2009	\$20
City of Lake Forest Park	September 1, 2009	\$20
City of Olympia	October 1, 2009	\$20
City of Edmonds	September 1, 2009	\$20
City of Prosser	November 1, 2009	\$20
City of Shoreline	February 1, 2010	\$20
City of Burien No. 1	February 1, 2011	\$10
City of Snoqualmie	March 1, 2011	\$20
City of Seattle	May 1, 2011	\$20
City of Lynnwood	July 1, 2011	\$20
City of Spokane	September 1, 2011	\$20
City of Mabton	December 1, 2011	\$20
City of Grandview	February 1, 2012	\$20
City of Bremerton	July 1, 2012	\$20
City of Zillah	July 1, 2012	\$20
City of Wenatchee	August 1, 2012	\$20
City of Mountlake Terrace	August 1, 2012	\$20
City of Royal City	November 1, 2012	\$20
City of Toppenish	December 1, 2012	\$20
City of Kittitas	December 1, 2012	\$20
City of Eatonville	March 1, 2013	\$20
City of Wapato	April 1, 2013	\$20
City of Orting	2/1/2013 thru 1/31/2015	\$20
TBD With Sales Tax Rates		
City of Ridgefield	April 1, 2009	0.2% (effective 4-1-2009 and repealed 10/1/2012)
City of Sequim	April 1, 2010	0.2%
City of Bellingham	April 1, 2011	0.2%
City of Leavenworth	April 1, 2011	0.2%
City of Snohomish	January 1, 2012	0.2%
City of North Bend	April 1, 2012	0.2%
City of Walla Walla	July 1, 2012	0.2%
City of Ferndale	July 1, 2012	0.2%
City of Waitsburg	October 1, 2012	0.1%

PURPOSE

To finance construction of, and operate, improvements to roadways, high capacity transportation systems, public transit systems, and other transportation management programs.

FINANCE PROVISIONS (Ch [36.73 RCW](#) and [RCW 36.73.040](#))

Sales and Use Tax ([RCW 82.14.0455](#))

- Up to 0.2%, with voter approval
- Tax may not be in effect longer than 10 years unless reauthorized by voters

Motor Vehicle License Renewal Fee ([RCW 82.80.140](#))

- Up to \$20 per vehicle fee without voter approval
- Up to \$100 annual renewal fee, with voter approval
- Vehicles of 6000 pounds or less
- Certain vehicles are exempt: farm vehicles, campers, personal and commercial trailers, off-road vehicles, government and private school vehicles

Excess Property Tax Levies ([RCW 36.73.060](#))

- One year, voter approved
- Multi-year for GO bonds

Tolls ([RCW 36.73.040\(2\)\(d\)](#))

- Tolls on facilities including state routes and local roads
- Tolls on state routes must be administered by WSDOT
- All tolls must be approved by Transportation Commission

Other Revenue Sources

- Border Area Motor Fuel and Special Fuel Tax ([RCW 82.47.020](#)) *
- Late-comer fees ([RCW 36.73.140](#))
- Development fees ([RCW 36.73.040\(2\)\(c\)](#) and [RCW 36.73.120](#))
- LID formation ([RCW 36.73.080](#))

* Restricted to TBDs with an international border crossing with its boundaries.

REVENUE SOURCE: **Local Option Motor Vehicle and Special Fuel Tax for Counties**

RCW: [RCW 82.80.010](#) (Authorized in 1990)

WHO'S ELIGIBLE

Countywide (including incorporated areas).

WHERE ENACTED

No county has enacted this tax.

PURPOSE

For "highway purposes" as defined by the 18th Amendment, including the construction, maintenance, and operation of city streets, county roads, and state highways; operation of ferries; and related activities.

PROVISIONS

- Equal to 10% of statewide motor vehicle fuel tax and special fuel tax (3.75 cents per gallon based on 37.5-cent statewide gas tax with the full implementation of a 9.5-cent tax rate increase included in 2005 Transportation legislation).
- Countywide imposition (no city levy).
- Revenues distributed back to county and cities contained within the county, levying the tax on a weighted per capita basis (1.5 for population in unincorporated areas; 1.0 for population in incorporated areas).
- Voter approval required.
- Subject to planning provisions.

REVENUE ESTIMATE (For Fiscal Year 2012)

For revenue estimates by county, see *Local Option Fuel Tax, page 129*.

REVENUE SOURCE: **Property Tax Road Levy**

RCW: [RCW 36.82.040](#)

WHO'S ELIGIBLE

Counties (unincorporated areas).

WHERE ENACTED

Every county in Washington collects a property tax road levy.

PURPOSE

For construction, preservation, and maintenance of county roads, bridges, and wharves necessary for providing vehicle ferry service, and for other proper county road purposes.

PROVISIONS

- May not exceed \$2.25 per thousand dollars of assessed valuation.
- Proceeds are deposited in county road fund.
- Any portion of the county property tax road levy may be diverted by the county legislative authority to any other county-provided service (RCW [36.33.220](#)); however, such diversion may make the county ineligible for state road grants through the Rural Arterial Program of the County Road Administration Board (RCW [36.79.140](#)).

REVENUE

Budgeted property tax road levy revenue for 2011 as reported by the County Road Administration Board:

- \$454.1 million (prior to diversions)
- \$403.1 million (net for roads after diversions)

REVENUE SOURCE: **Transit Taxes**

RCW: [RCW 35.95.040](#), [RCW 82.14.045](#)

WHO'S ELIGIBLE

Transit districts.

WHERE ENACTED

28 transit districts have a sales tax or utility tax in place. This does not include Sound Transit which is shown under High Capacity Transit.

PURPOSE

For operation, maintenance, and capital needs of transit districts. Voter approval is required for the B&O, household/utility, and sales and use taxes described below.

PROVISIONS

- Business and Occupation Tax ([RCW 35.95.040](#))
 - Rate to be determined by transit district
 - Rate may be applied against value of products, gross proceeds, or gross income of business
 - May be used concurrently with household/utility tax for transit
 - May not be used concurrently with sales and use tax for transit
 - Voter approval required
- Household/Utility Excise Tax ([RCW 35.95.040](#))
 - Up to one dollar per month per housing unit
 - May be used concurrently with B&O tax for transit
 - May not be used concurrently with sales and use tax for transit
 - Voter approval required
- Sales and Use Tax ([RCW 82.14.045](#)) (Authorized in 1971)
 - Up to a maximum of 0.9%
 - Exemptions and provisions of statewide sales and use tax apply
 - May not be used concurrently with B&O tax for transit or household/utility tax for transit
 - Voter approval required
 - ?
- Regular property tax ([RCW 84.52.140](#))
 - King County may impose an up to seven and one-half cents per \$1,000 of assessed valuation, with the first one cent to be used for transit service in the SR 520 corridor.
 - ?
- Motor Vehicle Excise Tax—local portion (35.58.273) (**Repealed**)
 - Up to 0.725% of the value of vehicles in the transit district
 - **Chapter 6, Regular Session, Laws of 2002 repealed the local motor vehicle excise tax, retroactively to January 1, 2000.**

Public Transportation Benefit Areas (PTBA's) located in Puget Sound have additional tax authority to fund passenger-only ferry activities. (RCW [36.57A.210](#)).

REVENUE

For revenue estimates, see [Local Tax for Transit, page 130](#).

Supporting Information

Local Option Fuel Tax
Revenue Estimate (For Fiscal Year 2012)
(Dollars in Thousands)

County	Local Option Fuel Tax* (3.75 cents/gallon)
Adams	351
Asotin	393
Benton	3,247
Chelan	1,333
Clallam	1,298
Clark	7,871
Columbia	74
Cowlitz	1,877
Douglas	713
Ferry	137
Franklin	1,487
Garfield	41
Grant	1,665
Grays Harbor	1,326
Island	1,437
Jefferson	546
King	35,609
Kitsap	4,633
Kittitas	754
Klickitat	370
Lewis	1,384
Lincoln	192
Mason	1,119
Okanogan	754
Pacific	379
Pend Oreille	238
Pierce	14,685
San Juan	287
Skagit	2,154
Skamania	202
Snohomish	13,203
Spokane	8,677
Stevens	795
Thurston	4,675
Wahkiakum	72
Walla Walla	1,075
Whatcom	3,712
Whitman	822
Yakima	4,505
Total	124,088

Note: Fuel tax collections at the county level are estimated from the county's share as a percentage of total state fuel gallons taxed at 3.75 cents per gallon. State total is based upon November 2012 motor vehicle revenue actuals for FY 2012. The county's share is based upon current population estimates provided by the Office of Financial Management. These estimates do not have non highway use or tribal fuel tax refunds and transfers, or administrative expenses subtracted out.

Local Tax for Transit

Revenue Estimates (For Calendar Year 2010 – 2012)

Transit District	Local Tax Type	Current Sales and Use Tax Rates	2010 Actual Local Tax Revenue	2011 Actual Local Tax Revenue	Estimated 2012 Local Tax Revenue
Asotin County Transit	Sales	0.2%	555,124	566,467	611,630
Ben Franklin Transit	Sales	0.6%	23,897,058	26,440,116	28,187,256
Link Transit	Sales	0.4%	7,317,606	7,487,655	7,578,596
Clallam Transit System	Sales	0.6%	5,835,791	5,915,786	6,193,916
C-TRAN	Sales	0.7%	21,862,484	22,574,256	23,345,293
Columbia County Public Transportation	Sales	0.4%	210,998	238,190	261,037
Community Urban Bus System	Sales	0.3%	2,832,264	2,839,374	2,548,718
Grant Transit Authority	Sales	0.2%	2,328,332	3,092,668	2,902,464
Grays Harbor Transportation Authority	Sales	0.6%	5,205,990	5,709,975	6,047,339
Island Transit	Sales	0.9%	6,384,626	6,698,183	7,115,643
Jefferson Transit Authority	Sales	0.9%	2,132,511	2,572,525	3,328,849
Metro Transit	Sales	0.9%	366,303,167	391,175,223	400,267,724
Kitsap Transit	Sales	0.8%	25,366,121	25,789,561	26,611,085
Twin Transit	Sales	0.2%	1,213,889	1,253,489	1,300,002
Mason Transportation Authority	Sales	0.6%	3,125,284	3,200,012	3,281,009
Pacific Transit System	Sales	0.3%	671,981	662,498	686,320
Pierce Transit	Sales	0.6%	64,070,591	63,758,339	67,590,042
Skagit Transit	Sales	0.4%	7,801,433	8,356,820	9,344,622
Everett Transit System	Sales	0.6%	15,181,487	15,424,318	15,959,599
Community Transit	Sales	0.9%	62,485,187	63,758,339	66,112,485
Spokane Transit Authority	Sales	0.6%	40,403,461	41,563,781	43,781,480
Intercity Transit	Sales	0.8%	21,009,695	26,589,302	30,645,043
Valley Transit	Sales	0.6%	2,469,828	3,834,440	4,272,706
Whatcom Transportation Authority	Sales	0.6%	17,851,916	18,615,185	19,703,488
Pullman Transit	Utility	0.3%	1,088,968	1,088,000	1,238,610
Selah	Sales	0.3%	281,495	303,881	304,104
Union Gap	Sales	0.2%	770,696	773,995	827,492
Yakima Transit	Sales	0.3%	4,484,562	4,443,641	4,844,727
Subtotal:			713,142,543	754,726,019	784,891,281
Sound Transit	Sales (portions of King, Pierce & Snohomish)	0.9%	500,618,580	528,799,436	539,744,489
	MVET	0.3%	64,300,000	67,100,000	67,049,652
TOTAL			1,278,061,123	1,350,625,455	1,391,685,422

These following transit districts had increases in their sales tax rates during this time period: Island Transit (0.6% to 0.9%, 1/1/2010); Valley Transit (0.3% to 0.6% 7/1/2010); Thurston County (0.6% to 0.8%, 1/1/2011); Jefferson County (0.6% to 0.9%, 7/1/2011) and Clark County (0.5% to 0.7%, 4/1/2012).

Background Information

1. Border Area Motor Vehicle Fuel Taxes and Commercial Parking Taxes are based on WSDOT's annual survey of local government's transportation revenues and expenditures.
2. Referendum Procedure for Motor Vehicle License Fee and Commercial Parking Tax (per [RCW 82.80.090](#))
 - Petition to repeal vehicle license fee or commercial parking tax must be filed within seven days of passage or the ordinance imposing the tax.
 - Petitioner has 30 days after ballot title written to obtain signatures of not less than 15% of registered voters.
3. Revenue Assumptions for HOV and HCT Taxes
 - MVET
 - Uses latest actuals from Sound Transit through 2011
 - EMPLOYER TAX
 - County employment estimates are based on Employment Security Department actual monthly average employees covered by the Washington Employment Security Act for calendar year 2011.
 - Revenue projections are for countywide tax.
 - SALES TAX
 - Revenue projected from 2011 actual, and assuming projected sales tax growth from the forecast by the Washington State Office of the Forecast Council and long-term growth rates from Global Insight October 2012 forecast.
 - The following transit districts had sales tax rate increases between 2010 and 2012.

➤ Island County	(increase 0.3%)	Effective 1/1/2010
➤ Valley Transit	(increase 0.3%)	Effective 7/1/2010
➤ Thurston County	(increase 0.2%)	Effective 1/1/2011
➤ Jefferson County	(increase 0.3%)	Effective 7/1/2011
➤ Clark County	(increase 0.2%)	Effective 4/1/2012
 - Estimates are for a calendar year time period.